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COUNTRY	Czechoslovakia	REPORT NO.	
SUBJECT	Organizational Chart of the Czechoslovak Air Force	DATE DISTR.	24 September 1956
		NO. PAGES	8
		REQUIREMENT NO.	RD 50X1
DATE OF INFO.		REFERENCES	50X1

PLACE & DATE ACQ.

Distribution of Attachment (1 oversized chart):  
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STATE	#X ARMY	#X NAVY	#X AIR	#X FBI	AEC					
(Note: Washington distribution indicated by "X"; Field distribution by "#".)										

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Organizational Chart of the Czechoslovak  
Air Force

General Information

1. Air Technical Divisions were organizationally subordinate to the Headquarters of Air Force Technical Services and operationally subordinate to the units which support them materially. A very typical example is the 1st Technical Division, the commander of which is operationally subordinate to the commander of 15th Fighter Corps. (Note: Arrows on the chart showing direction from top to bottom indicate organizational subordination and arrows showing direction from bottom to top indicate operational subordination. This concerns only Air Technical Divisions.)

Organizational Chart

2. Enclosure A is source's memory sketch of the organizational chart of the Czechoslovak Air Force. Numbers in parentheses refer to the numbers on the chart.
  - (1) MNO-VL (Ministerstvo narodni obrany - Velitelstvi letectva) Ministry of National Defense - Air Force Headquarters located in Praha-II, Revolucni Trida. The commander of the Air Force was General Major Jaroslav Tykal.
  - (2) Bojove Letectvo or Fighter Command is composed of:
    - (2a) FSL (Frontove stihaci letectvo) Front Line Fighter Aviation, the set-up of which source did not know.
    - (2b) BIL (Bitevni letectvo) or Fighter-Bomber Command, consisted of:
      - (2b1) 34. bild (34. bitevni letecka divise) or 34th Fighter-Bomber Division with headquarters in Brno. The commander of this division was Colonel Josef Skala.
      - (2b2) 30. bilpl (30. bitevni letecky pluk) or the 30th Fighter-Bomber Regiment with headquarters at Plestany airfield (N 48-37, E 17-50) and the commander was Major Jan Sas. Source was not familiar with the organization of this regiment. All he could say was that this regiment lacked technical personnel. This regiment had a nickname "Ostravsky" because in April 1945 it took part in liberating Ostrava.
      - (2b2a) Four Squadrons (4 letky) which were subordinate to the regimental commander. In August 1955 the 30th Fighter-Bomber Regiment had altogether 52 flyable B-33 (IL-10) aircraft and four CB-33 which

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were used for training, i.e., each flight had one CB-33 for testing pilots from the technical viewpoint of flying proficiency.

- (2b2b) Velitelsky roj or Command Flight is directly subordinate to the regimental commander. This flight had four B-33 aircraft (Note: these four aircraft were already included in the total of 52 aircraft in Point 2b2a).
- (2b3) 32. bilpl (32. bitevni pluk) or the 32nd Fighter-Bomber Regiment with headquarters in Trencin (N 48-52, E 18-01). The commanding officer was Major Jan Sedlar. The structure of this regiment was the same as that of the 30th Fighter-Bomber Regiment (Point 2b2) which means it had four squadrons (Point 2b3a) and one command flight (Point 2b3b). In addition to the 52 B-33 aircraft, this Fighter-Bomber Regiment had 20% aircraft in reserve of the same type which meant that this regiment was theoretically at full strength. However, not all the aircraft in reserve were flyable. This regiment had the nickname "Spiritus regiment" because of excessive drinking and poor discipline among all personnel. From 26 July until 31 August 1955 source accompanied graduates from the Ostrava Mining Institute to Trencin to perform practical training in aircraft mechanics. At this time source observed poor discipline, lack of technical personnel, and poor results in bombardment and fire on ground targets. This shortage of technical personnel was already evident in the middle of August 1955 when the law about a three year compulsory service was cut to two years and the second year conscripts were released into the reserves.
- (2b4) 28. or 31. bilpl - 28th or 31st Fighter-Bomber Regiment in Brno (source was not certain of the numerical designation of the regiment). The commander was Jan Pertl. Source was not able to give details on this unit, he thought it probably had four squadrons, three definitely, and definitely one command flight. Source heard from fellow officers that this regiment had poor morale, bad discipline and shortage of personnel for guard duty.
- (2c) BOL (Bombardovaci Letectvo) or Bomber Command which consisted of:
  - (2c1) 46. bold (46. bombardovaci letecka divize) or the 46th Bomber Division) at Mlada (N 50-14, E 14-55) or at Prerov (N 49-26, E 17-25)

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Airfields (source was not certain of its location). The commander of this division was Colonel Jan Novak who in 1950 - 1951 received some schooling in Moscow.

- (2c2) 1. bolpl (1. bombardovaci letecky pluk) or the 1st Bomber Regiment located in Prerov (?). It consisted of three squadrons (Point 2c2a) and one command flight (Point 2c2b). One squadron had nine (B-228) aircraft, one CB-228 (training) and three B-228 in reserve. Command flight (Point 2c2b) had three B-228. Full aircraft strength of the regiment called for 39 B-228 and three CB-228 aircraft.
- (2c3) 2. bolpl (2. bombardovaci letecky pluk) or the 2nd Bomber Regiment located at Mlada (?). Source did not know the regiment's correct location or its precise numerical designation. Organizationally it was the same as that of the 1st Bomber Regiment (Point 2c2).
- (3) Pomocne Letectvo or Auxiliary Aircraft Command, consisted of:
  - (3a) PL & DL (Pruzumne letectvo a Delostrelecke letectvo) or the Reconnaissance and Artillery Aviation Command. This command had two regiments:
    - (3a1) 28. delpl (28. delostrelecky letecky pluk) or the 28th Artillery Aviation Regiment with headquarters in Pilsen. Source knew no more details about this unit except that students performed practical-technical training with B-33 aircraft during their final examinations.
    - (3a2) 1. prpl (1. pruzumny letecky pluk) with headquarters at Klecany Airfield (N 50-11, E 14-25). This regiment was equipped with an unknown number of K-75 (Aero-45) and K-65 (modification of Fieseler Storch) aircraft. Details about this regiment were unknown to source.
  - (3b) Sp. L (spojovaci letectvo) or Aviation Communications Command. This unit was represented by one communication regiment (1. splpl - 1. spojovaci letecky pluk, Point 3b1) located at Havlickuv Brod Airfield (N 49-36, E 15-33) and the commander was Lt Colonel Zdrahala (fnu). This regiment had one command flight (Point 3b2) equipped with four K-75 aircraft. Source was at this airfield in April 1956 and observed that this regiment had only the four aircraft mentioned and the activity of this regiment involved work with ground communication means, mainly radio-technical.
  - (3c) Zdr. L (Zdravotnicke letectvo) or Aviation Medical Command. Prior to source's defection, this command was

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not organized into aviation medical units. Individual medical aircraft (types K-65, K-75 and IL-12) were marked with a red cross and were included in the number of aircraft in various fighter units. Hradec Kralove Airfield had three medical aircraft (K-65) in 1952 and 1953. Usually the chief medical officer of a particular fighter unit decided who should use these aircraft. Source reported that the three K-65 aircraft in Hradec Kralove, for the most part, were used for informative and study flights by students who studied aviation medicine at the military medical academy in Hradec Kralove. Even professors lecturing on aviation medicine took part in these flights; among them was a well known professor, Dominik Capek, author of "Fysiologie letce" (Pilot's Physiology).

- (4) DVL (Dopravni a vysadkove letectvo) or the Transport and Paratroop Transport Command, consisted of:
  - (4a) 1. doplpl (1. dopravní letecký pluk) - 1. Transport Regiment located at Kbely Airfield (N 50-07, E 14-33). Its deputy commander was probably Captain Vintřlik (fnu).
  - (4b) The Transport Regiment at Kbely had three squadrons, perhaps four, and each squadron was equipped with nine aircraft, types IL-12, IL-14, and Li-2. This regiment's full aircraft strength should be the same as that of a bomber regiment. It had one command flight (Point 4c).
- (5) LPVOS (Letectvo protivzdušné obrany státu) Aviation Component of National Air Defense consisted of:
  - (5A) 15. SLS (Stíhací letecký sbor) or Air Fighter Corps located at Praha-Kbely Airfield. The commander was Major General Vladimír Hlavaty. This corps had three fighter divisions:
    - (5a) 1. sld (1. stíhací letecká divize) or 1st Fighter Division and the commanding officer was Colonel Kukel (fnu). Location of this division or the other two were unknown to source. The 1st Fighter Division had three fighter regiments (Point 5a1), each fighter regiment had three squadrons (Point 5a2) and each squadron had one command flight (Point 5a3). The 1st Fighter Regiment was equipped with MIG-15 Bis (or Czechoslovak S-103) and MIG-17 (or Czechoslovak S-104) aircraft. Each squadron had one CS-103 or CS-104 aircraft assigned. CS - Cvičný stíhací aircraft were used for training purposes. Source reported that the 1st Fighter Regiment probably had an unknown number of YAK-18 (Czechoslovak C-11) aircraft.

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- (5b) 2. sld (2. stihaci letecka divise) or the 2nd Fighter Division (location unknown). Its commander was Lt Colonel Ludevit Grznar. The structure of this division was the same as that of the 1st (Point 5a).
- (5c) 3. sld (3. stihaci letecka divise) or the 3rd Fighter Division had Colonel Jan Koval as its commanding officer. This division had the same structure as the other two above.
- (6) Letecke Skoly a uciliste or Air Force Schools (a separate detailed report is forthcoming). According to source, the most important Air Force school was located at Prostějov and its commander was Rajmund Orel. This school had three school regiments, two of which were located at Prostějov Airfield -I and Prostějov Airfield -II and the third at Olomouc Airfield. Elementary training was performed with C-5 (trainer) or C-106 (Zlin-28) aircraft. For intermediate training C-11 (YAK-18) aircraft were used. Combat training (fighter, tactical, and bombardment) was probably performed at Prostějov-II with S-102, S-103 aircraft.
- (7) Letecký tyl or Air Force Rear Command (i.e., Air Force Technical Services).
- (7a) 1. ltd (1. letecka technicka divise) or the 1st Air Technical Division was directly subordinate to the Air Force Rear Command (Point 7), and was located in Praha-II, na Ujezde, Stefanikovy kasarny. The Commanding officer of this division was Major General Oldrich Stangl. This Air Technical Division supplied all necessary material to the 15th Fighter Corps.
- (7b) 2. ltd (2. letecka technicka divise) or the 2nd Air Technical Division. Location and the commanding officer of this division were unknown to source, however, he knew that this division serviced the 46th Bomber Division (Point 2c1) and above-mentioned units of the Auxiliary Aircraft Command (Point 3).
- (7c) 3. ltd (3. letecka technicka divise) or the 3rd Air Technical Division which was probably located in Trenčín. The commanding officer in August 1955 was Colonel Sumichrast. This division serviced the 34th Fighter Division (Point 2b1) and Air Force Schools (Point 6).

#### Aircraft Strength of Combat Units

### 3. Fighter Regiment:

- a. Pair (Para) consisted of two aircraft.
- b. Flight (Roj) consisted of four aircraft.

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- c. Squadron (Letka) consisted of 12 aircraft plus three aircraft in reserve and one training aircraft. Total 16 aircraft. A squadron had 12 pilots assigned to it.
  - d. Fighter regiment usually had three squadrons (in some cases four), and one command flight with four aircraft. Total 52 aircraft. A division would have a total of 160 aircraft and a corps 500 aircraft including estimated 20% reserve.
4. Bomber Regiment (IL-28 and B-228 aircraft utilized):
- a. Flight (Roj) consists of three aircraft.
  - b. Squadron (Letka) consists of three flights (nine aircraft) plus three aircraft in reserve and one training aircraft making a total of 13 aircraft.
  - c. Regiment (Pluk) consisted of three squadrons (39 aircraft) plus one command flight (three aircraft) making a total of 42 aircraft. The crew of a bomber squadron consisted of nine assigned pilots, nine radio-mechanics, and nine gunners.
5. Reconnaissance Unit: A crew of a reconnaissance aircraft was determined by the type of aircraft used. A fighter plane would have only a pilot; a tactical aircraft (B-33) would have one pilot and one observer who also acts as a gunner; a bomber (B-228) would have a pilot, one radio-operator who also serves as a navigator, and one gunner.

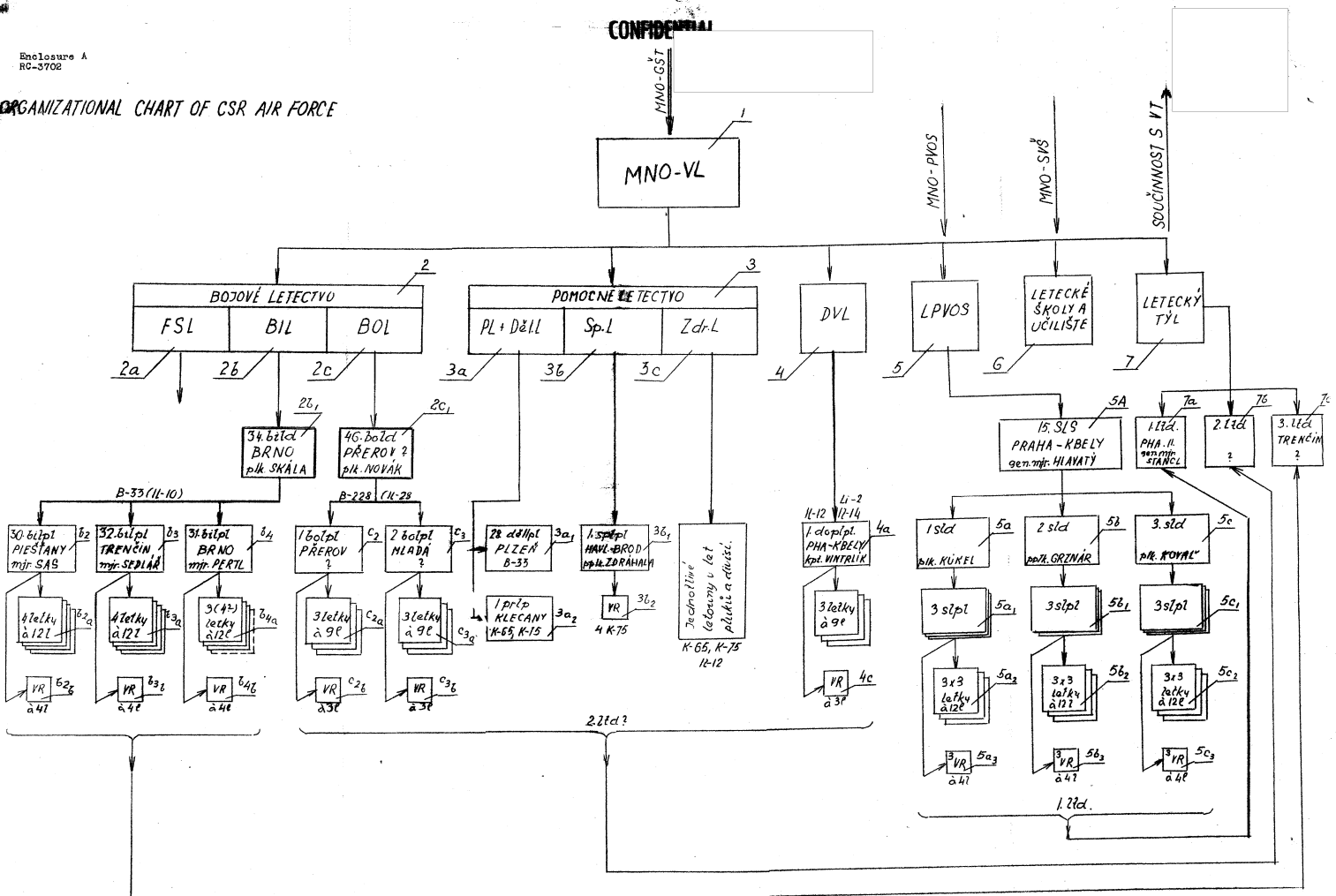
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Enclosure A  
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ORGANIZATIONAL CHART OF CSR AIR FORCE

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